



# Arkansas State Highway Commission Meeting

December 7, 2021

01

## **Meeting Minutes of November 3, 2021**

02

# Walmart/Gatik Autonomous Vehicles Presentation

Richard Steiner  
Head of Policy and Communications  
Gatik

# Gatik's Fully Driverless Operations in Bentonville, Arkansas



**Gatik**

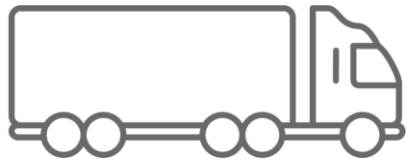


# Company Background - Gatik's Solution for Middle Mile Logistics



The autonomous truck leader for B2B short-haul routes - focusing exclusively on fixed, repeatable routes

Long Haul



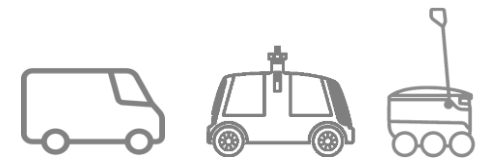
- B2B long haul (highway, interstate)
- Large Class 8 trucks
- Dynamic and high-speed routes

Middle Mile

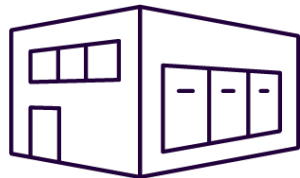


- B2B short-haul routes (for urban, semi-urban, highway)
- Class 3-6 autonomous straight trucks with 11-26 ft boxes
- Fixed repeatable routes; up to 300 miles
- Solves for hub-and-spoke logistics and inventory pooling

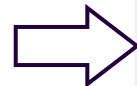
Last Mile



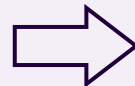
- B2C last mile and ride-sharing
- Vans, cars, bikes, sidewalk robots
- Slower moving, smaller capacity



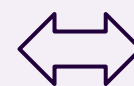
RDC/D  
C



Distribution  
Center



Micro-  
Fulfillment/  
Sortation Center



Pickup  
Hub



Depot /  
Locker



Customer



Autonomous Vehicles for B2B Short-Haul Logistics

ZOOX



cruise

STARSHIP

pony.ai

NURO



# Gatik is Helping Walmart Automate its Middle Mile Operations in Arkansas



Gatik's solution makes the supply chain **safer, more reliable and more efficient**



## Reliability & Scalability



Protect against  
driver shortages



Scalable &  
dedicated capacity



Enable a constant  
flow of goods

## Operational Efficiencies



Lower  
Costs



Increase  
Asset Utilization



Eliminate  
inefficiencies

## Improves Safety



Perfect Safety  
Record



Improve Sensing &  
Spatial Awareness



Maintain Control &  
Prevent  
Infractions



# Gatik's Partnership is Very Strategic to Walmart



We're acting as a catalyst to enable Walmart's shift towards hub-and-spoke operations

“ In order to make the best of our assets there are certain locations where customers can pull up to get that pickup order, but none of the groceries in that order came from the store they're sitting outside of. **Not one!**

*Because what we do is we pick a hub and we say 'we're going to sweat this asset really hard and we're going to pick all of our orders from this store*

*Autonomous vehicles play a big role in that, because we operate that hub-and-spoke system really successfully in a number of markets, including Bentonville, but we use a person-driven truck right now.*

*We'll pick the orders in one place, we'll put them into the truck, and we'll transport them to the spoke. **What Gatik is helping us do is make that spoke journey with an autonomous vehicle. It's really exciting to see where that was going to go next. We think we can take a lot of cost out and pass that back on to the network.***



**Tom Ward @ GroceryShop**  
SVP, Online Grocery & Last Mile Delivery



“ We'll **continue to use the technology that Gatik provides** to create this hub-and-spoke network to pick at one site and move product to a pickup site **autonomously using AVs.**

*We are able to provide consumers with the **convenience and price savings** of Walmart but in an area where we don't have a store.*



**Jason Shaffer @ Florida AV Summit Speaker Series, Feb 2021**  
VP Customer Product, In-store Fulfillment and Automation



# Progress with Walmart Under Arkansas' Autonomous Vehicle Program





# Working Closely with the State of Arkansas



Gatik is grateful for the opportunity to partner with state and local officials in Arkansas



## **Supportive Legislation**

Enabling industry-defining advances in autonomous delivery



## **Creating Jobs**

Gatik's operations have so far created 10+ jobs in Arkansas



## **Local Engagement**

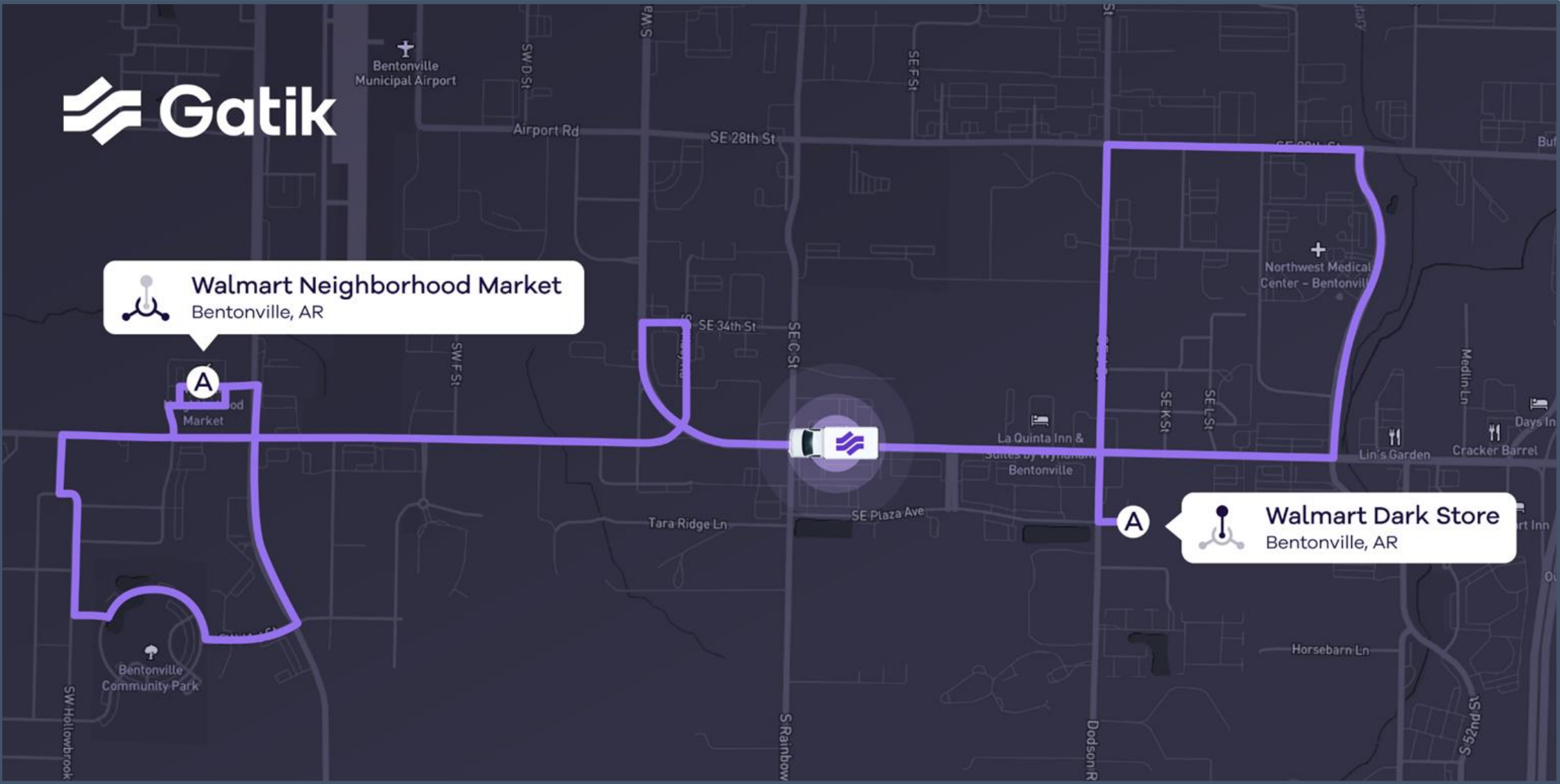
Engaged local leadership and holding ongoing informational workshops



## **Benefiting Community**

Enabling Walmart's customers to benefit from the true advantages of autonomy today

# Map of Route Between Dark Store and Neighborhood Market



# Commercial-Grade Technology Purpose Built for the Middle Mile



## 100% Safety Record

B2B focus means we have the flexibility & luxury of **choosing the safest routes. We are proud of our 100% safety record.**

We avoid left turns, tricky intersections, schools, hospitals, fire stations and heavily pedestrianized areas.

## Fixed Repeatable Routes

**Gatik's AVs operate exclusively on fixed, repeatable routes** - challenging situations are known in advance, **maximizing safety without a driver onboard.**

We have been operating on our route in Bentonville, AR since July 2019.

## Achieving Results Quickly

The structured nature of our operational design domain has allowed Gatik to **deploy a safe system and reach a high level of performance with limited data.**

Given our use case, this has been achieved much more quickly than other autonomous vehicle applications (i.e. passenger transportation or B2C).



# Worldwide First for AV Trucking Industry Happening in Arkansas



First time that safety driver has been removed on the middle mile in the autonomous trucking space worldwide

**Worldwide First**

**Repeated Runs**

This is not a one-time demonstration, but consistent, repeated runs multiple times per day, 7 days per week on the delivery route

Truly unlocking the advantages of autonomous delivery for Walmart's customers: safety, efficiency, lower costs, faster deliveries

**Game-Changing for Retail Industry**

**Commercial Impact**

First time this has been achieved for revenue generating operational runs on public roads; creating new employment opportunities in the state





## Unmanned Runs in AR: Aug 2021

- **Total Driverless Miles Driven:** 3,103 miles
- **No. of round trips:** 437
- **Active Assists:** 0

## Manned Runs in AR: Jul 2019

- **Total Autonomous Miles Driven:** 129,628 miles
- **Length of round trip:** 7.1 miles
- **No. of Orders Fulfilled:** 33,000 orders

**Active Assist** is when a human (site technician) is physically needed to go to the site of breakdown and assist the truck in-person e.g. DBW breaks down or multiple sensor failure or flat tires.

**Passive Assist** is when a human (remote supervisor) is passively/remotely needed to provide high-level decision approvals to the truck eg. new waypoints, authorizing a return to base or change of route, etc.

# The Three Pillars of Gatik's Technological Approach

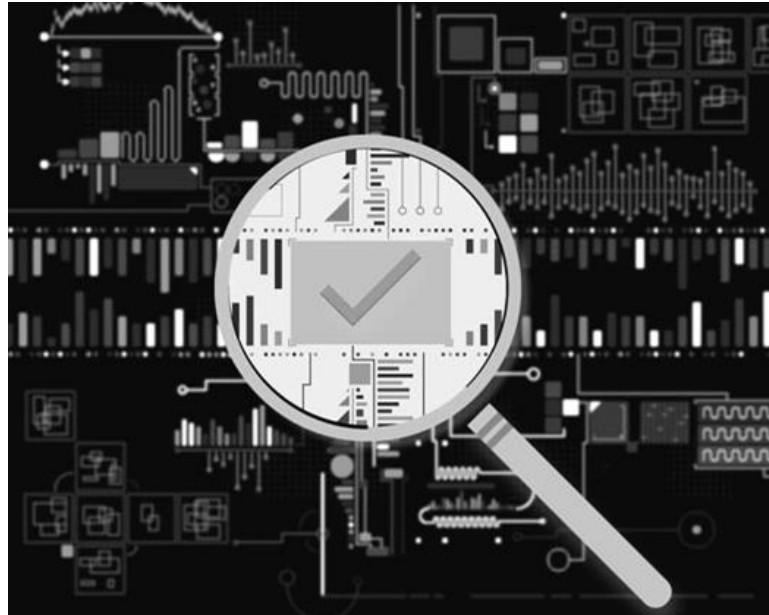


Our purpose-built technology for the Middle Mile has been proven in Bentonville, AR



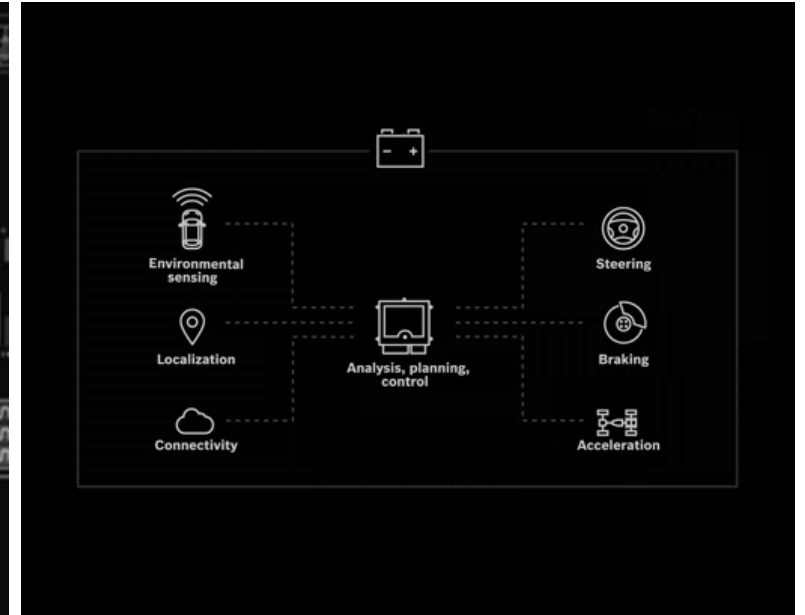
## Exponentially Less Data Needed

Due to Overfitting Modular Stack for Known Routes



## Deterministic Learning-First

Using Hyper-Optimized Hybrid Stack with Rich Priors



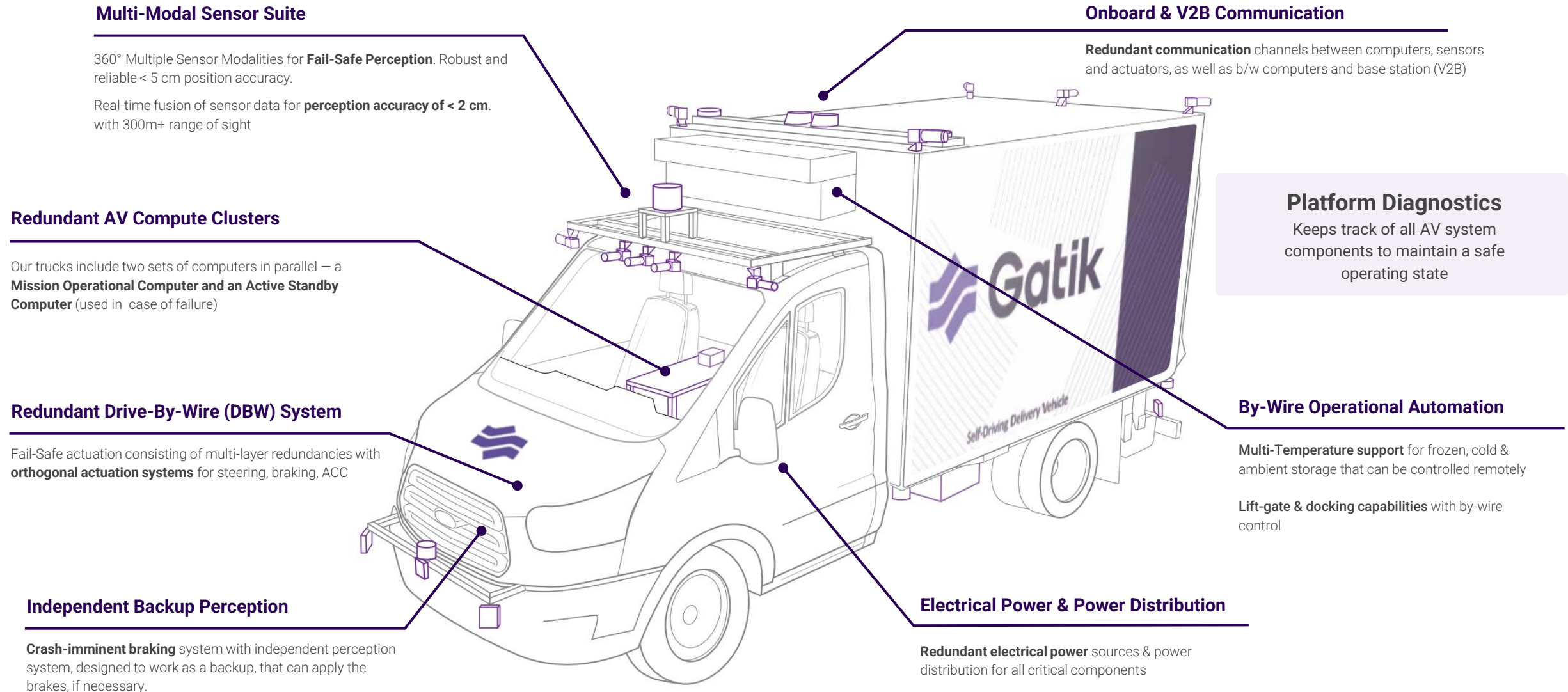
## Redundancies at All Levels

Strategic OEM Partnership for L4 Platforms

**With every delivery, our autonomous vehicles are contributing to a safer and more responsible logistics community**



# Key Elements of Gatik's Approach to Structured Autonomy





# Gatik

**Rich Steiner**  
Head of Policy

161 E Evelyn Ave.  
Mountain View, CA 94101  
richard@gatik.ai



# Experienced Team with Proven Record of Successfully Executing



Technical experts & business leaders from leading tech, automotive & logistics companies



**Gautam Narang**

Co-founder / CEO  
Carnegie Mellon University (Robotics)  
Research @ Honda, NREC, CNRS, Boeing



**Arjun Narang**

Co-founder / CTO  
Purdue University (AI & Robotics)  
Research @ Carnegie Mellon,  
Waseda U, Carnegie Robotics



**Apeksha Kumavat**

Co-founder / Chief Engineer  
Purdue University (ML)  
Perception Lead @  
Ford's Self-Driving Systems

## Engineering and Systems



**Engin Anil**

VP of Software Eng.  
Former Manager Toyota Research  
Institute



**Kartik Tiwari**

Head of Systems  
Former co-founder / CTO  
Starsky Robotics



**Brian McLean**

Head of Hardware Eng.  
Former Director at Clearpath



**Sid Ram**

Head of AV Reliability  
& Safety  
Former Lead at Pony.ai, Cruise

## Business and Operations



**Sam Saad**

Head of Strategic  
Initiatives  
Former Director @ MaRS, United  
Nations, OCE



**Brad Gillette**

Head of Operations  
Former VP Becker Logistics,  
Director Ryder Systems



**Mark Petrosniak**

Sr. Mgr, Strategy  
& Business Operations  
Former Management Consultant,  
Sr. Mgr. at Accenture



**Richard Steiner**

Head of Policy  
& Regulations  
Former Sr. Mgr at  
Ontario Health, UofT



Uber ATG

cruise



UNIVERSITY OF  
WATERLOO



UNIVERSITY OF  
TORONTO



STARSKYROBOTICS

NREC

EXPERIENCE · EXPERTISE · EXCELLENCE



Carnegie Robotics.

HONDA

accenture



CLEARPATH



UNITED NATIONS

Carnegie Mellon University  
The Robotics Institute



WAYMO





03

## Consideration of Minute Orders

# State Highway Revenue

**Patrick Patton**

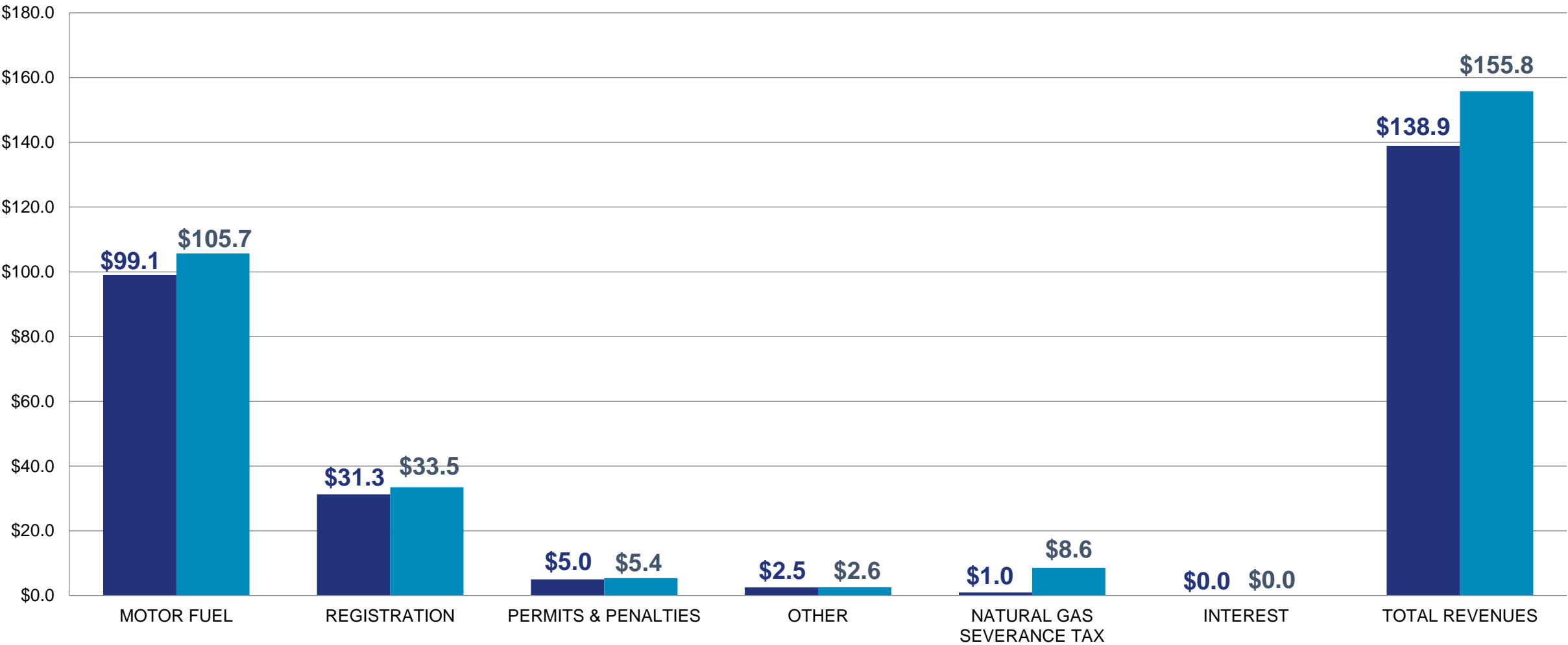
**Chief Fiscal Officer**

2021-2022 OPERATIONS BUDGETED REVENUE

October

FY 2021 FY 2022  
(MILLIONS)

VARIANCE	\$6.6	\$2.2	\$0.4	\$0.1	\$7.6	\$0.0	\$16.9
% CHANGE	6.7%	7.0%	8.0%	4.0%	760.0%	0.0%	12.2%





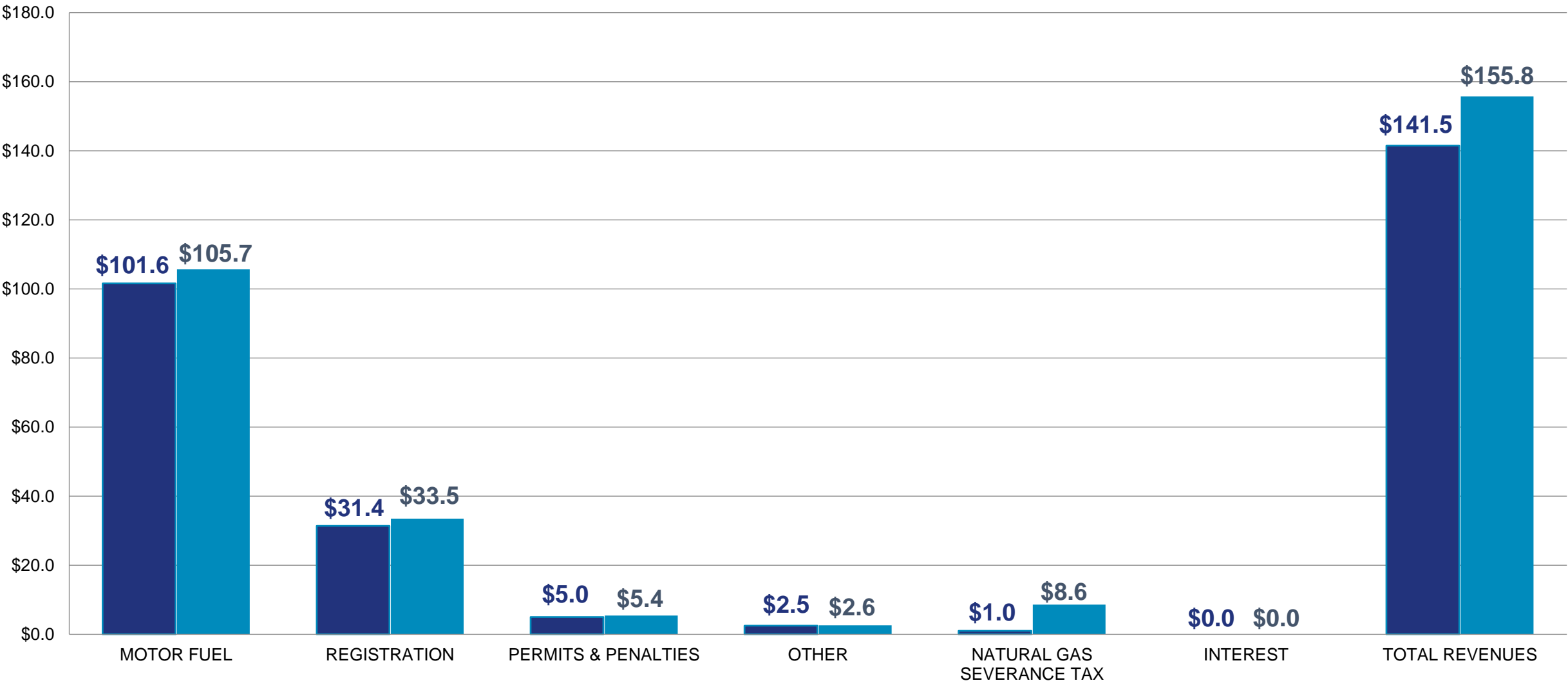
2021-2022 OPERATIONS – BUDGETED VS. ACTUAL

BUDGETED ACTUAL

October

(MILLIONS)

VARIANCE	\$4.1	\$2.1	\$0.4	\$0.1	\$7.6	\$0.0	\$14.3
% CHANGE	4.0%	6.7%	8.0%	4.0%	760.0%	0.0%	10.1%

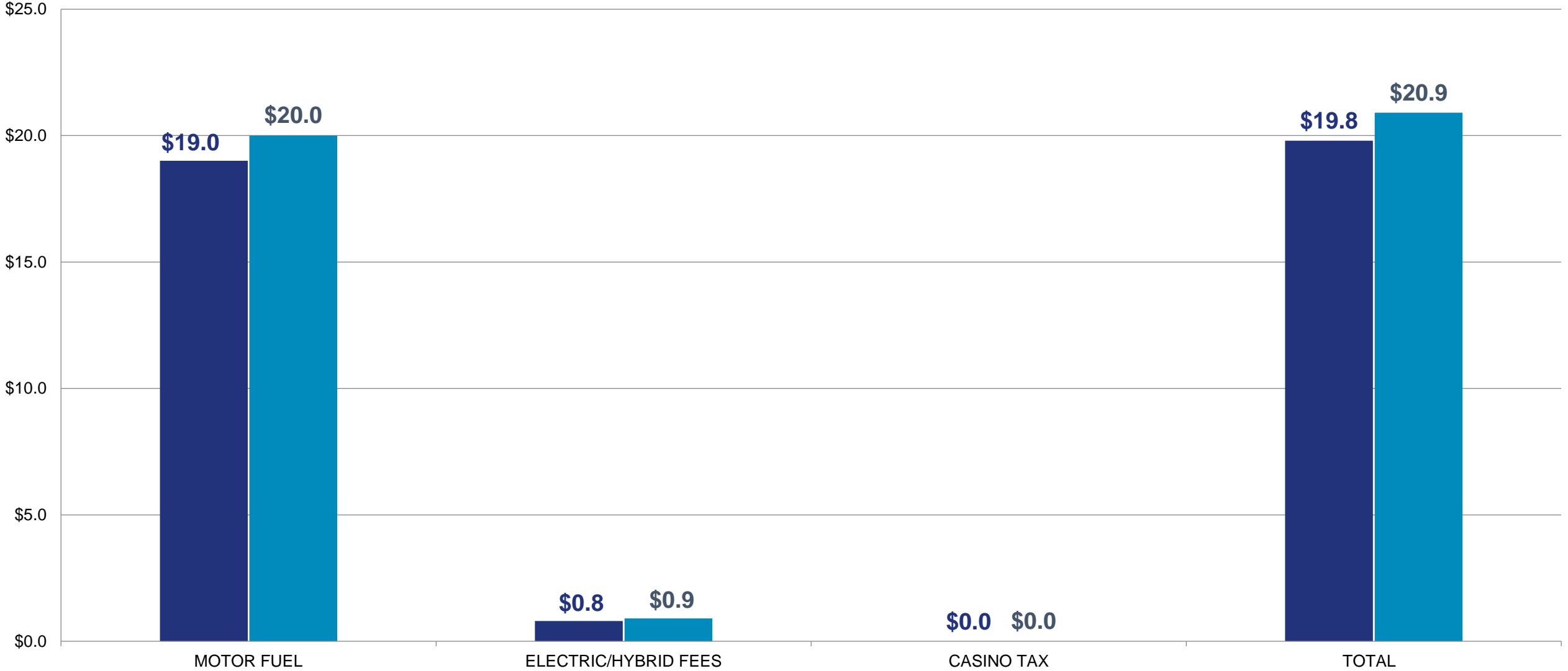


2021-2022 ACT 416 - BUDGETED REVENUE

October

FY 2021    FY 2022  
(MILLIONS)

VARIANCE	\$1.0	\$0.1	\$0.0	\$1.1
% CHANGE	5.3%	12.5%	0.0%	5.6%



2021-2022 ACT 416 - BUDGETED VS. ACTUAL

October

VARIANCE  
% CHANGE

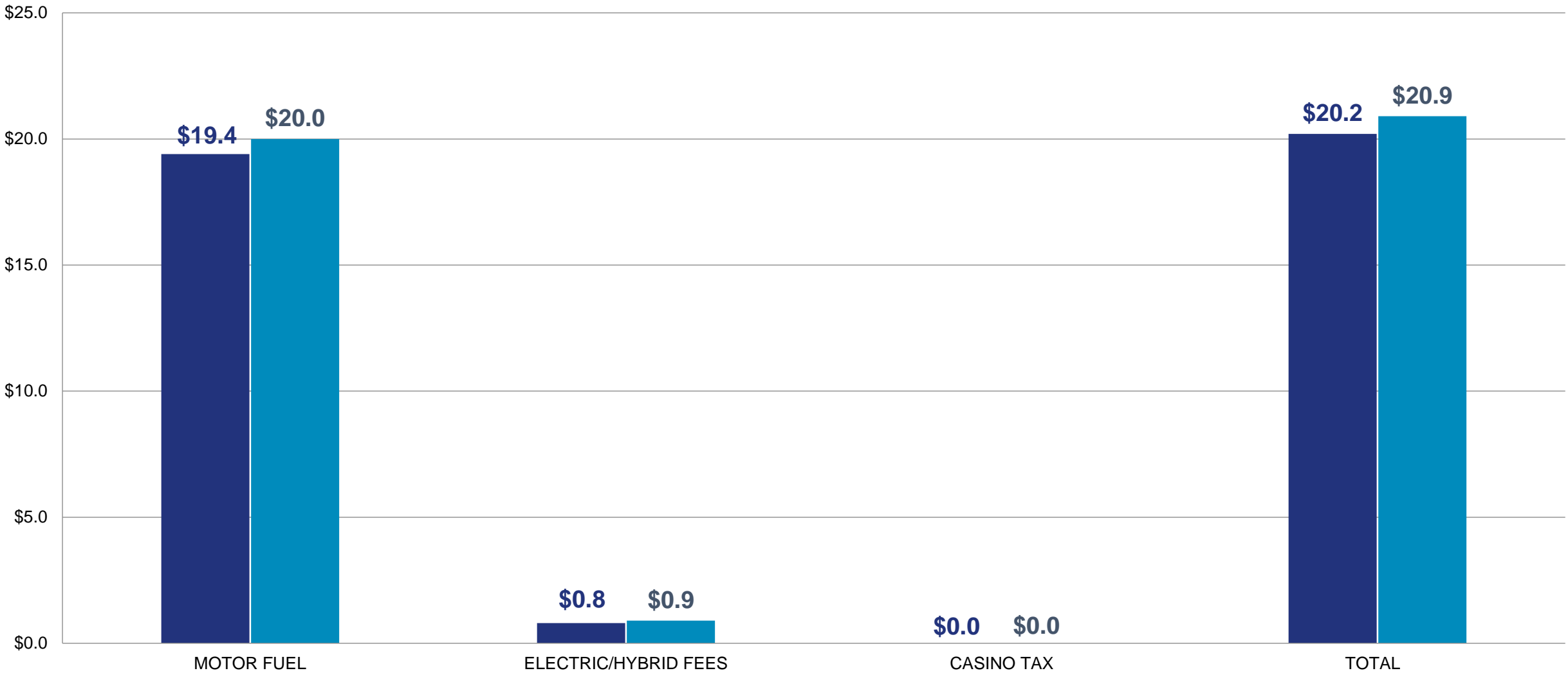
\$0.6  
3.1%

\$0.1  
12.5%

\$0.0  
0.0%

\$0.7  
3.5%

BUDGET ACTUAL  
(MILLIONS)



# 2021-2022 FUEL CONSUMPTION

## October

FY 2021 FY 2022  
(MILLION GALLONS)

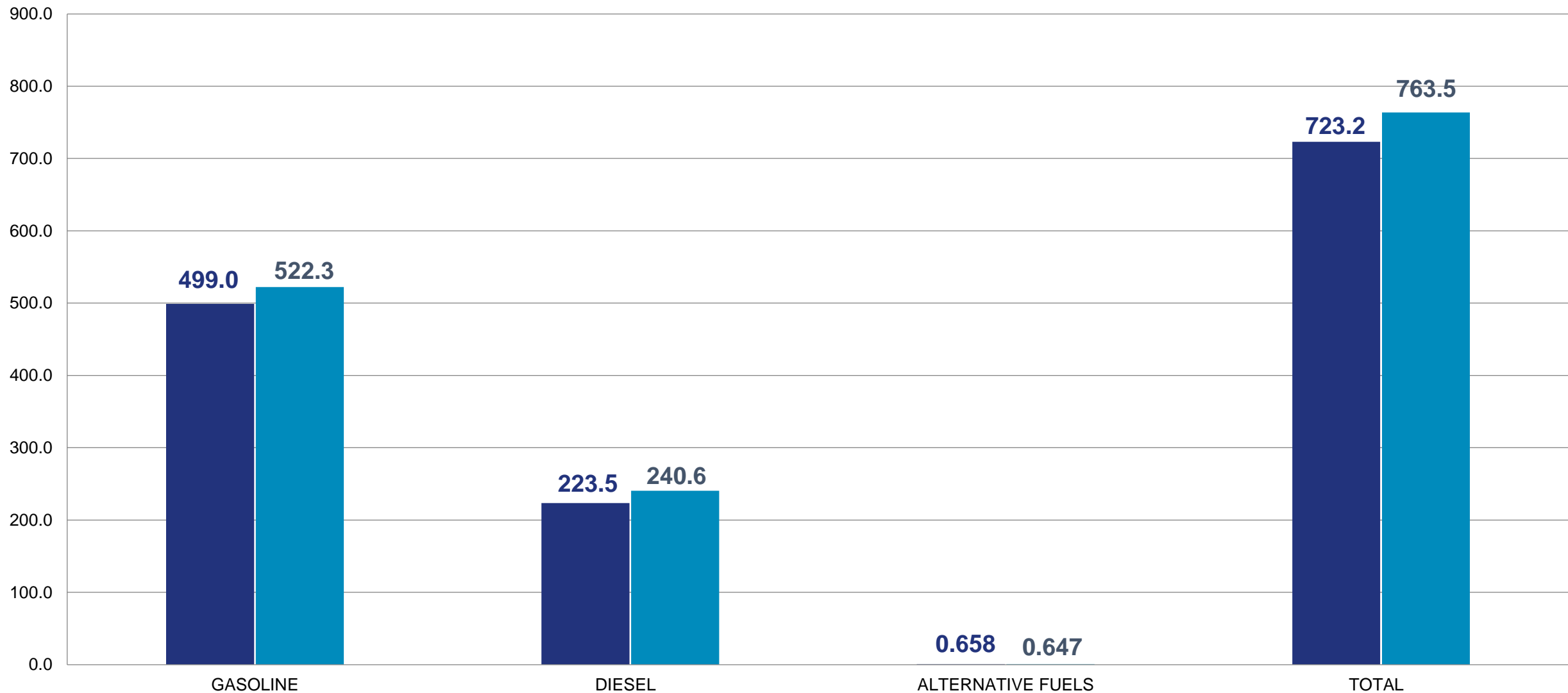
VARIANCE  
% CHANGE

23.3  
4.7%

17.1  
7.7%

-0.01  
-1.7%

40.4  
5.6%







# Arkansas Fuel Consumption

## ROLLING 12-MONTH COMPARISON

	Previous 12 Months (gallons)	Current 12 Months (gallons)	Variance
Gasoline	1,435,216,653	1,499,324,553	4.47%
Diesel	662,688,813	723,641,301	9.20%
Alternative	2,177,168	1,894,518	-12.98%
Total	2,100,082,634	2,224,860,372	5.94%

STATE FISCAL YEAR

2022 Sales Tax

	Projected Net	Actual Receipts	Variance	Monthly Variance	Actual Variance
Jul	20,020,000	20,642,228	622,228	3.11%	3.11%
Aug	20,510,000	20,730,514	220,514	1.08%	2.08%
Sept	20,160,000	20,126,826	(33,174)	-0.16%	1.33%
Oct	19,600,000	20,496,438	896,438	4.57%	2.12%
Nov					
Dec					
Jan					
Feb					
Mar					
Apr					
May					
Jun					
Total	80,290,000	81,996,006	1,706,006		



# Half-Cent Sales Tax

**PROJECTED vs. ACTUAL**

Projected Net	Actual Receipts	Variance	Percent Variance
\$1,541,228,512	\$1,567,380,017	\$26,151,505	1.70%

**05**

**Federal Highway Administration  
Infrastructure Investment and Jobs Act**

**Vivien Hoang  
Arkansas Division Administrator**



# **BIPARTISAN INFRASTRUCTURE LAW (BIL)\***

## Overview of Highway Provisions

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Vivien Hoang, P.E.

FHWA Arkansas

7 December 2021



\*Also known as the “Infrastructure Investment and Jobs Act”

# BIL HIGHLIGHTS

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- BIL Goes Beyond Transportation
- Includes \$567.1 B (All DOT Modes) Over FY 22-26
- High Points of BIL Highway Provisions

# BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
  - **Largest federal investment in public transit ever**
  - **Largest federal investment in passenger rail since the creation of Amtrak**
  - **Largest dedicated bridge investment since the construction of the Interstate System**
  - **Largest investment in clean drinking water & wastewater infrastructure in U.S. history**
  - **Largest investment in clean energy transmission & electric vehicle infrastructure in history**
  - **Ensuring every American has access to reliable high-speed internet**
- On average, around 2 million jobs per year

# Includes \$567.1 B (All DOT Modes) Over FY 22-26

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advance appropriations (\$ B, FY 22-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
<b>Total</b>	<b>383.0</b>	<b>184.1</b>

Note: Table does not include amounts that BIL authorizes subject to [future] appropriation



# High Points of BIL Highway Provisions

- Funds highway programs for five years (FY 22-26)
- \$350.8 B (FY 22-26) for highway programs
  - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
  - +\$47.3 B in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including—
  - Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
  - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

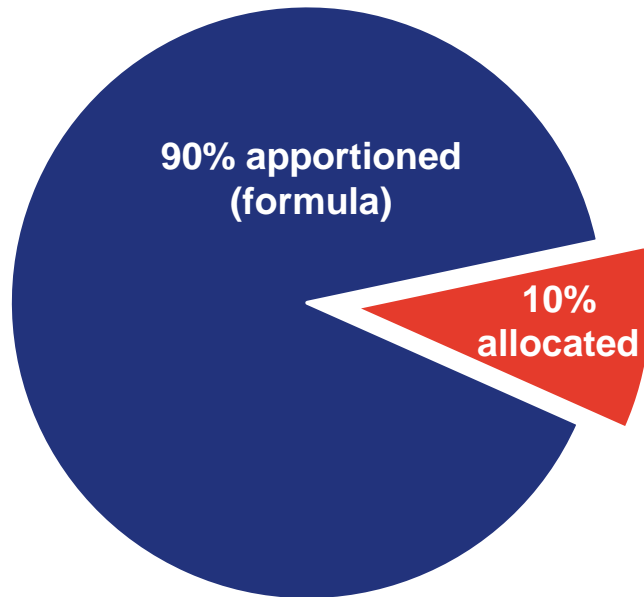
# \$350.8 B (FY 22-26) FOR HIGHWAY PROGRAMS

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- \$303.5 B in Contract Authority from the HTF
- +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)
- Nine Categories of HIP Funding Under BIL (from the GF)
- Funding Available to a Range of Recipients

# \$303.5 B in Contract Authority from the HTF

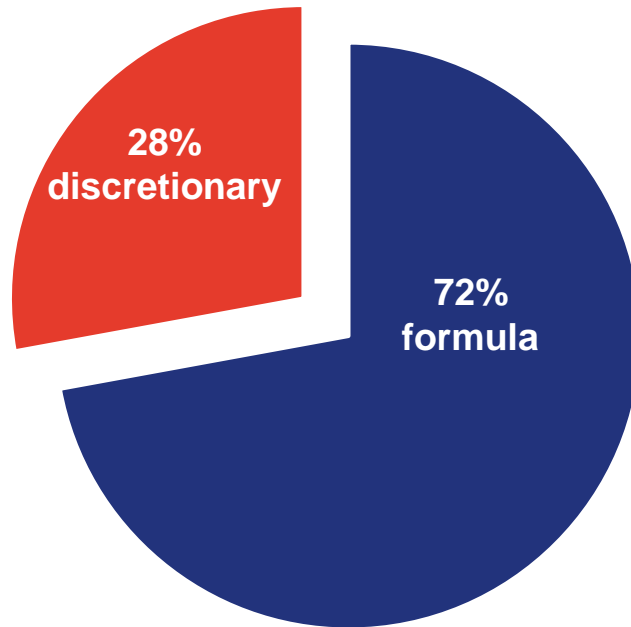
**BIL highway CA,  
apportioned vs. allocated**



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

# +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)

**BIL HIP advance appropriations,  
formula vs. discretionary**



- Majority (72%) distributed by formula
- All provided from the General Fund
- 9 categories of advance appropriations; 6 supplemental to CA



## Nine Categories of HIP Funding Under BIL (from the GF)

Total, FY 22-26	Program
\$27.5 B	Bridge Formula Program
\$9.2 B*	Bridge Investment Program (discretionary)
\$5.0 B	National Electric Vehicle Formula Program
\$3.2 B*	INFRA Program
\$1.3 B	Appalachian Development Highway System (ADHS)
\$0.5 B*	Reconnecting Communities Pilot Program
\$0.3 B*	Ferry Boat Program
\$0.2 B*	Reduction of Truck Emissions at Port Facilities
\$0.1 B*	University Transportation Centers (UTCs)

\* Supplements CA separately provided by BIL for this program

# Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

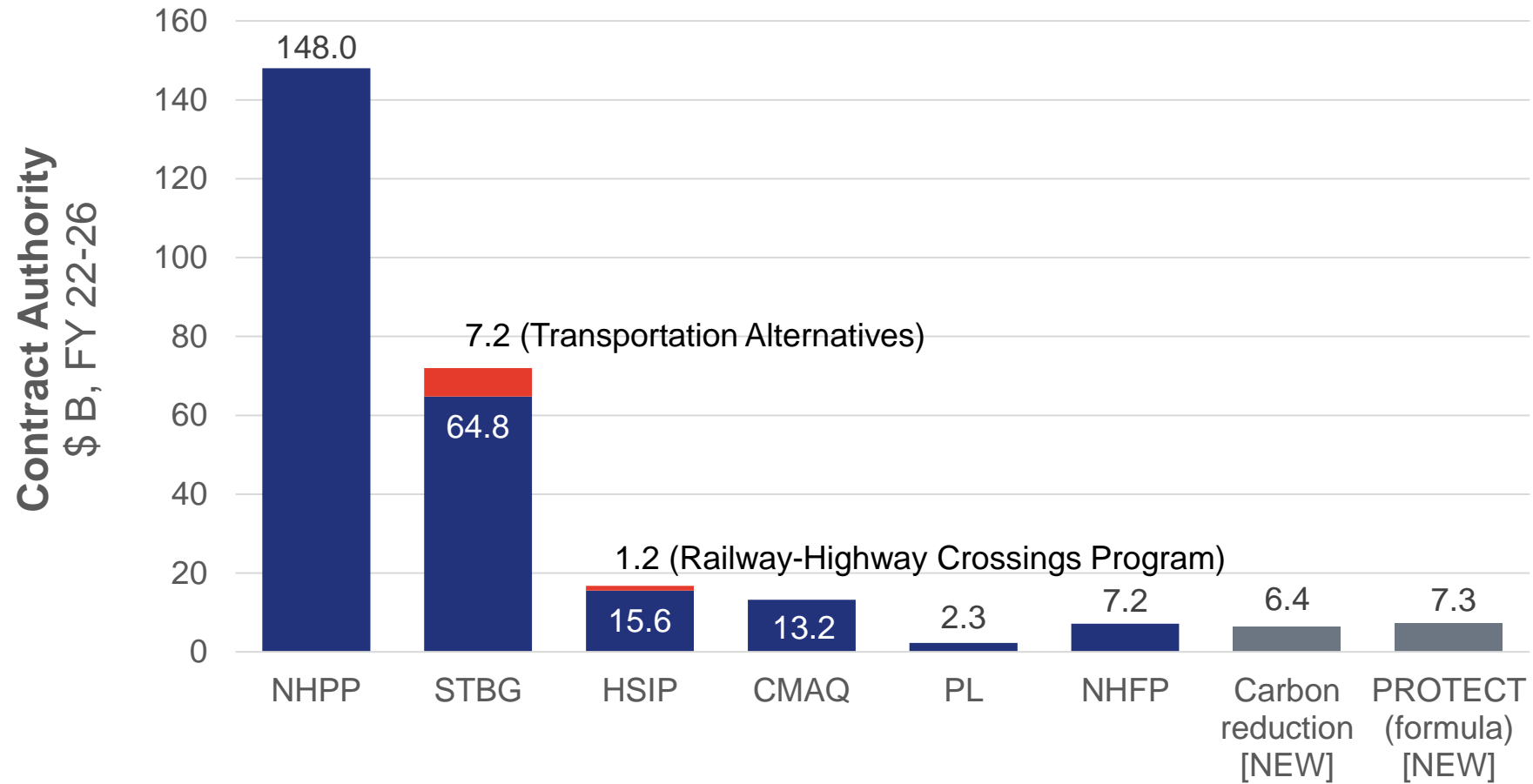
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

\* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

# APPORTIONED HIGHWAY PROGRAMS

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# 8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL

# Changes to National Highway Performance Program (NHPP)

Topic	Changes
Program purpose	<p>Adds as an additional program purpose:</p> <ul style="list-style-type: none"><li>• providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters</li></ul>
Eligible projects	<p>Adds new eligible projects:</p> <ul style="list-style-type: none"><li>• undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project</li><li>• resiliency improvements (including protective features) on the NHS</li><li>• activities to protect NHS segments from cybersecurity threats.</li><li>• protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS (<math>\leq 15\%</math> of NHPP funds)</li></ul>
Asset management plans	<ul style="list-style-type: none"><li>• Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses</li></ul>

# Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<p>Adds several new types of eligible projects, including:</p> <ul style="list-style-type: none"><li>• EV charging infrastructure</li><li>• protective features to enhance resilience</li><li>• wildlife crossing projects</li></ul>
Off-system bridges	<ul style="list-style-type: none"><li>• Increases off-system bridge set-aside</li><li>• Adds eligibility to include replacing a low water crossing with a bridge</li></ul>
Sub-allocation	<ul style="list-style-type: none"><li>• Population categories for sub-allocation split into smaller ranges:<ul style="list-style-type: none"><li>○ &lt; 5,000</li><li>○ <b>[NEW]</b> 5,000 – 49,999</li><li>○ <b>[NEW]</b> 50,000 – 200,000</li><li>○ &gt;200,000</li></ul></li><li>• Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding</li></ul>
Rural areas	<ul style="list-style-type: none"><li>• Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects</li></ul>



# Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none"><li>• Adds eligibility (<math>\leq 10\%</math> of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)</li><li>• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none"><li>○ railway-highway crossing grade separation projects;</li><li>○ traffic control devices for pedestrians and bicyclists; and</li><li>○ roadway improvements that separate motor vehicles from bicycles or pedestrians</li></ul></li></ul>
Vulnerable road users	<ul style="list-style-type: none"><li>• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach</li><li>• Adds new special rule for States with total annual VRU fatalities comprising <math>\geq 15\%</math> of total annual crash fatalities in State</li></ul>

# Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"><li>• Defines Complete Streets standards and policies</li><li>• Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using—<ul style="list-style-type: none"><li>○ State: at least 2.5% of its State Planning and Research (SPR) funds</li><li>○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds</li></ul></li></ul>
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"><li>• Adds to MUTCD purposes inclusion and mobility for all users</li><li>• Requires MUTCD update within 18 months, every 4 years thereafter</li><li>• Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements</li></ul>

# PLANNING AND PROJECT DELIVERY

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# Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	<ul style="list-style-type: none"><li>• Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time</li></ul>
Consistency of planning data	<ul style="list-style-type: none"><li>• When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable</li></ul>
Public participation	<ul style="list-style-type: none"><li>• Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process</li></ul>
Travel demand data and modeling	<ul style="list-style-type: none"><li>• Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)</li></ul>
Safe and accessible transportation options	<ul style="list-style-type: none"><li>• Requirement that each MPO use <math>\geq 2.5\%</math> of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)</li></ul>

# Accelerating Project Delivery (1 of 2)

Program/topic	Provisions in the new law
Environmental process requirements (§11301)	<ul style="list-style-type: none"><li>• Limits environmental impact statement (EIS) documents to ≤200 pages, to maximum extent practicable</li><li>• Establishes new environmental process requirements for major projects (as defined in this section*), including:<ul style="list-style-type: none"><li>○ Develop schedule for average completion of process in ≤2 years, to the maximum extent practicable</li><li>○ Make authorization decisions ≤90 days of record of decision (ROD) issuance</li><li>○ Cooperating agency must submit a report for failing to meet a deadline that has been extended</li></ul></li></ul>
Categorical exclusions	<ul style="list-style-type: none"><li>• Promotes use of FHWA categorical exclusions (CEs) by other Federal agencies (§11301)</li><li>• Increases threshold for CEs for projects receiving limited Federal assistance (§11317)</li></ul>

\* “Major project” is defined differently in §11301 than the term is used in 23 U.S.C. 106(h).

# Accelerating Project Delivery (2 of 2)

Program/topic	Provisions in the new law
Reporting	<ul style="list-style-type: none"><li>• Requires DOT to establish a program to report annually on CEs, environmental assessments (EAs), and EISs (§11312)</li><li>• Requires the Secretary to submit an annual report on projects that are &gt;5 years behind schedule or with projects costs ≥\$1 billion over the original cost estimate (§11319)</li></ul>
State assumption of NEPA/CE responsibility (§§ 11313, 11314)	<ul style="list-style-type: none"><li>• Updates requirements for State assumption of NEPA/CE responsibility, extending term of memoranda of understanding for States that have participated for ≥10 years</li></ul>
Early utility relocation (§11315)	<ul style="list-style-type: none"><li>• Allows for reimbursement with Federal funds for early utility relocation projects that occur before completion of the environmental review process for the transportation project for which the early utility relocation occurred</li></ul>
Section 4(f) reviews (§11316)	<ul style="list-style-type: none"><li>• Accelerates project delivery by including a deadline for interagency consultation for section 4(f) evaluations</li></ul>



# OTHER HIGHWAY PROVISIONS

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- Changes to Emergency Relief Program
- Other Highway Provisions

# Changes to Emergency Relief Program (ER)

Topic	Changes
Eligibilities	<ul style="list-style-type: none"><li>• Adds wildfire to list of natural disasters for which ER funding is authorized</li><li>• Permits ER projects to incorporate economically justifiable improvements that will mitigate the risk of recurring damage from extreme weather, flooding, and other natural disasters, and includes a list of protective features that are eligible</li></ul>
Federal share	<ul style="list-style-type: none"><li>• Extends from 180 days to 270 days the time period within which an ER project for eligible emergency repairs may qualify for 100% Federal share (§11107)</li><li>• Modifies the types of projects the qualify for 90% Federal share (§11107)</li></ul>
ER manual	<ul style="list-style-type: none"><li>• Requires FHWA to revise its ER manual to include a definition of “resilience,” encourage use of Complete Streets design principles, develop best practices relating to use of resilience in ER program, and develop a process to track consideration of resilience as part of ER program (§11519)</li></ul>

# Other Highway Provisions (1 of 2)

Topic	Provisions in the new law
Roadway design guides (§11129)	<ul style="list-style-type: none"><li>• Permits local jurisdiction to use roadway design guide (RDG) that is different from State's RDG for non-NHS projects if the RDG is recognized by FHWA and adopted by local jurisdiction</li></ul>
Work zone process reviews (§11302)	<ul style="list-style-type: none"><li>• Requires amending the Code of Federal Regulations so that work zone process reviews are required no more than once every 5 years</li></ul>
Transportation management plans (§11303)	<ul style="list-style-type: none"><li>• State is not required to develop or implement a transportation management plan for a highway project off the Interstate System if the project requires not more than 3 consecutive days of lane closures</li></ul>

# Other Highway Provisions (2 of 2)

Topic	Provisions in the new law
Preliminary engineering (PE) (§11310)	<ul style="list-style-type: none"><li>• Repeals requirement for States to repay Federal-aid reimbursements for PE costs if a project hasn't advanced to right-of-way acquisition or on-site construction within 10 years</li></ul>
Highway cost allocation study (§11530)	<ul style="list-style-type: none"><li>• Requires DOT, in coordination with State DOTs, to conduct a highway cost allocation study to determine direct costs of highway use by certain users</li></ul>
Conditions and performance (C&P) report (§13006)	<ul style="list-style-type: none"><li>• Requires the C&amp;P report to address current conditions and future needs of tunnels, including the backlog of current tunnel needs</li></ul>

# FOR MORE INFORMATION

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- Please visit:

*[fhwa.dot.gov/bipartisan-infrastructure-law](https://fhwa.dot.gov/bipartisan-infrastructure-law)*

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## Upcoming Events



## UPCOMING

# Events

### DECEMBER 8

#### ARDOT District 6

##### Service Awards

Commissioner Marie Holder; Director Tudor

Oak Grove Baptist Church, Little Rock

11 a.m.

### DECEMBER 9

#### ARDOT District 2 Service Awards

Chairman Robert Moore; Director Tudor

Star City Civic Center

11 a.m.

### DECEMBER 10

#### District 3 Service Awards

Commissioner Marie Holder; Director Tudor

District 3 Headquarters

11 a.m.

### DECEMBER 13

#### District 4 Service Awards

Commissioners Philip Taldo and Keith Gibson; Director Tudor

Barling, AR

11 a.m.

### DECEMBER 14

#### District 1 Service Awards

Commissioner Keith Gibson; Director Tudor

East Arkansas Community College

10:30 a.m.

### DECEMBER 15

#### Central Office Service Awards

Chairman Robert Moore (tentative), Commissioners Keith Gibson and Marie Holder; Director Tudor

Central Office

10:30 a.m.

## UPCOMING

# Events

### DECEMBER 16

#### Good Roads Executive Board Mtg.

TBD

### DECEMBER 16

#### District 7 Service Awards

Chairman Robert Moore; Director Tudor

10:30 a.m.

### DECEMBER 17

#### District 10 Service Awards

Vice-Chairman Alec Farmer; Director Tudor

10:30 a.m.

### JANUARY 6

#### AAPA Technical Conference

Director Tudor

Embassy Suites, Little Rock, AR

1:45 p.m.

### JANUARY 11

#### PE Board Meeting

Director Tudor

### JANUARY 17

#### MLK Holiday Observed

ARDOT Closed

### JANUARY 19

#### Siloam Springs Kiwanis Club

Director Tudor

Noon

### FEBRUARY 2

#### Highway Commission Meeting

10 a.m.

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## Other Business and Discussion



# Proceeds from 2021 Fall Equipment Auction

Danny Keene  
Division Head  
Equipment and Procurement

393	Equipment Units Sold
100	Equipment Implements Sold
149	Miscellaneous Minor Equipment Sold
201	Lots of Miscellaneous Items Sold
843	Total Units/Lots Sold



\$ 3,865,490.00 Gross Proceeds  
\$ 231,929.40 Auctioneer's Commission

\$ 3,633,560.60 Net Proceeds to the Dept.

- Number of vehicle/equipment units sold at this year's auction was considerably larger due to cancellation of 2020 Fall auction because of COVID-19
- Overall sale prices considered excellent!
  - \$67,500 for a 2010 Case Dozer
  - \$35,500 for a 2015 Chevrolet Service Truck
  - \$33,000 for a 2001 Hyundai Excavator

**Considering the number of equipment units sold and the net proceeds, the 2021 Equipment Auction was a tremendous success!**



We are so thrilled to have been recognized by the ACPA. It's always great to receive praise for hard work and innovation.



# Arkansas State Highway Commission Meeting

December 7, 2021